

# GALT TRAFFIC!



JUNE 1997

FIRST SOLO

## 33 YOUNG EAGLES LAUNCHED INTO THE AIR

Neil Anderson, John Grosse, Jeff Hill, Don Sword and John Wise showed 33 youngsters aged 8 - 17, what it is like to fly on Sat., May 10. (In nearly perfect weather!) Other EAA Chap. 932 members and a half dozen Galt CAP'ers handled logistics, answered questions, and were alert to make sure that we **KEEP IT SAFE!!!**

The next Young Eagles event is scheduled for **Jun 14, International Young Eagles Day**. Due to recent publicity, we have received many, many calls and are expecting a big turn out. If you would like to join us on Jun 14, as a pilot or otherwise, or would like more information on Young Eagles, (there are many Young Eagle events scheduled around the Chicago area this summer), please call Jeff Hill at **815-338-3551** or John Wise at **815-653-3966**. Remember, you need only be an EAA member to give Young Eagles rides -- it is not necessary to belong to a local chapter.

## CONGRESS ASKING FOR \$300,000,000... WHAT'S YOUR 'FAIR SHARE'?

Nowhere in the world can one fly as freely and as inexpensively as right here in the good old USA -- but that could soon change. Congress is hammering out a new budget and one of the brain children is to exact user fees from airspace users to help pay for the system. \$300 million, most to come from G.A., has been proposed. Forget your fuel taxes, they've already been spoken for.

**AOPA** and **EAA** are on top of this, fighting for our interests. Read *AOPA Pilot* and *Sport Aviation* to keep up on developments and, please, be prepared to write your elected reps. If you don't belong to AOPA and EAA, consider joining -- your support is really needed. A phone call and your Visa is all it takes!

**AOPA** \$39 - includes *AOPA Pilot* and the *AOPA Airport Directory*. 1-800-USA-AOPA (872-2672)  
**EAA** \$ 35 - includes *Sport Aviation* and many discounts. 1-800-JOIN EAA (564-6322)

Congratulations to **Geoff Godshall**, May 28, and to **Chance Nusbaum**, age 17, (witnessed by proud mom and dad Carla and Steve), on May 13.

## "TEN CHARLIES" KNOW ALL ABOUT THE BIRDS AND THE BEES

They know the birds, (and mice), are under the cowlings and the bees are in the pitots! Some considerations: Tightly cowled engines are hard to inspect. Take some tin off and have a really good look. Be alert for tell tale signs -- droppings and pieces of nesting material. Birds love the vertical stabilizers of Cessnas. Have one of the guys in the shop show you where they get in and how to stop them. They'll also nest in wings, tail cones, wheel wells, etc. Nests can block cooling air flow and ruin an engine. Nests hold moisture and urine and mouse and bird droppings cause rapid corrosion in either aluminum or steel. They may also jamb cables or mechanical linkages.

Watch out for stinging insects -- one in the cabin, or a nest in the airframe. This could be as bad as a fire in flight to an allergic pilot or passenger!

If you've never had a blocked pitot tube, some day you probably will. Think it through before it happens. Is it that big of a deal? Is a high speed abort on a short runway really necessary? If you get airborne without an airspeed indication, it's not the end of the world -- you know about what speed a given power setting will yield at various rates of climb and descent and in cruise. You're not going to make a short field landing, now -- go some place with a nice long runway and land a little hot. And now that you're on the ground, don't stick a piece of wire in the pitot or dismantle the wing. It comes apart easily. If you've never been shown, ask. Try a little flight with the airspeed covered briefly and see how close you can guess your speed -- If you've got a lot of time in your bird, you'll be surprised at how good you can do.

Now that their homes are out of your plane, keep your plane out of their homes -- be careful on grass -- a wheel in a burrow can put you out of business, too!

## JUNE CALENDAR

### Fly-ins and outs & \$100 Pancakes

- 6-7 BARTLESVILLE, OK** Nat. Biplane Convention and Expo. 918-622-8400
- 6-8 MANITOWOC, WI.** Airport Days '97. (Airshow on Sun 8th) 414-682-9227
- 6-8 AURORA, IL.** Fly-in, aerobatic competition & much more 630-466-4193
- 7-8 ELKHART, IN.** Elkhart Airshow & Fly-in 616-699-5237
- 7-8 RANTOUL, IL** Air Festival '97
- 7-8 KALAMAZOO, MI.** High on America Airshow. 616-969-8471
- 8 LANSING, IL** Panc. B'fast 708-331-4276
- 8 WATERTOWN, WI.** Open house & pancake breakfast. 414-261-4567
- 8 ROCK FALLS, IL.** Pancake breakfast 7am to Noon. 815-626-0910/-1249
- 8 HOLMEN, WI.** B-B-Q 608-526-9546
- 14 INTERNATIONAL YOUNG EAGLES DAY** See article other side.
- 14 AMERY, WI.** Annual fly-in breakfast. 715-268-6899
- 14 LAKE IN THE HILLS, IL.** Air Expo 815-455-7707
- 15 SCHAUMBURG IL** Fly-in pancake breakfast 630-830-0559
- 15 LACROSSE, WI.** Fly-in pancake breakfast 7am-Noon. 608-781-5271
- 15 SHEBOYGAN, WI.** Wings & Wheels fly-in / drive-in 7am to 5pm 414-457-3596
- 15 PALMYRA, WI.** Pancake breakfast 7am to Noon 414-495-3295 or /2898
- 15-22 PARIS, FRANCE** Paris Air Show 1997  
**Not \$100 pancakes -- \$1000 crepes!!!**  
609-987-9050
- 20-22 DAVENPORT, IA.** Quad City Air Show 319-285-7469
- 21 WALWORTH, WI.** (Big Foot) Fly-in breakfast. Airshow at 9am and 11am. Rain date 22. 414-736-4201
- 21 JANESVILLE, WI.** Big Band Hangar Dance. 608-755-1800
- 21-8/3 EAST TROY, WI.** North Amer. "Top Gun" Fighter Pilot School. 7am - dusk
- 22 EAGLE RIVER, WI.** Fly-in and pancake breakfast. 715-479-7442
- 22 STRUM, WI.** Panc. B'fast 715-695-3548
- 25-28 LOCK HAVEN, PA.** Sentimental Journey to Cub Haven. 717-893-4200
- 27-28 FREEPORT, IL** 'Airfest 97' 815-235-1129

**28 STURGEON BAY, WI** Fly-in picnic & Y.E. Rally 414-743-6082

**28 WEST BEND, WI.** Fly-in & Open house 414-334-5603

**29 MACOMB, IL** Open house / Airshow 309-833-3324

### MINI PUZZLE

and eve test

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#### ACROSS

- 1 Really \_\_\_\_\_ 'er on  
8 See 1 down  
9 Alphabet run  
10 Opposite of L.E.  
11 " - Bird"; "Grasshopper"  
12 Skydiver \_\_\_\_\_ Cooper  
14 Some "Spits" came back on one  
16 \_\_\_\_\_ wing Beech  
18 Who caused 10C to be?
- 2 \_\_\_\_\_ ice  
3 Marine flyer  
4 Some landings need one  
5 Check list use; ex. (abr.) 10  
6 A bad pilot may go there  
7 \_\_\_\_\_ W; (MI. Destination) 12  
12 Das Junker \_\_\_\_\_ motor 14  
13 North Pole seeker  
14 Ours is N42-24.2  
15 Uneven ceiling (abr.)  
16 One way to ride (abr.)  
17 \_\_\_\_\_ Unit; (AC to DC)
- DOWN**  
1 10C

### HEARD ON CHI APPROACH, HONEST

Airliner: "How far behind traffic are we?"

Approach: "Three miles."

Airliner: "That doesn't look like three miles to us."

Approach: "You're a mile-and-a-half from him, he's a mile-and-a-half from you, that's three miles."

Airliner: "The First Officer say's he's got you in sight."

Approach: "Roger, the First Officer's cleared for a visual approach, runway 27 right, you continue on that 180 heading and descent to 3000"

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